

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application. Please amend claims 1, 3, 5, 6, and 10, and add new claims 19-22 as follows.

Listing of Claims

1. (Currently Amended) An industrial truck having dual pedal control, comprising:

a first stationary pedal ~~configured to be operated by the right leg of an operator for forward travel and a second stationary pedal configured to be operated by the left leg of an operator for reverse travel; and~~

a driver's seat which can be swivelled about an approximately vertical axis of rotation, wherein the driver's seat is capable of swivelling in a clockwise direction from a normal position associated with a forward travel direction by an amount in the range of at most 15 to 25 degrees into an oblique position associated with a reverse travel direction,

wherein the first and second pedals are located in a foot space of the truck, with the first pedal located to the right of the second pedal with respect to the normal position.

2. (Original) The industrial truck according to claim 1, wherein a maximum angle of swivel of the driver's seat is approximately 17 degrees.

3. (Currently Amended) The industrial truck according to claim 1, wherein the axis of rotation of the driver's seat is defined in ~~the~~ a region of the seat front edge, within ~~the~~ a seat contour.

4. (Original) The industrial truck according to claim 1, wherein the driver's seat has an armrest to which an unlocking element is fixed, wherein the unlocking element is operatively connected to a locking device which secures the driver's seat against rotation at least in the normal position and in the oblique position.

5. (Currently Amended) The industrial truck according to claim 4, wherein the unlocking element is operatively connected to the locking device by a ~~Bowden~~ cable.

6. (Currently Amended) ~~The industrial truck according to claim 1~~ An industrial truck having dual pedal control, comprising:
a pedal for forward travel and a pedal for reverse travel; and
a driver's seat which can be swivelled about an approximately vertical axis of rotation, wherein the driver's seat is capable of swivelling in a clockwise direction from a normal position associated with a forward travel direction by an amount in the range of at most 15 to 25 degrees into an oblique position associated with a reverse travel direction,
wherein arranged between the driver's seat and a mounting surface provided for vertical support of the driver's seat is an adapter unit, the adapter unit comprising:
a bearing plate connected to the driver's seat; and
a supporting plate connected to the mounting surface,
wherein the bearing plate includes at least two curved ball channels, the center of whose curvature coincides with the axis of rotation of the driver's seat and in which in the channels a row of balls is retained on the underside of the bearing plate and bears against the supporting plate.

7. (Original) The industrial truck according to claim 6, wherein at least one closed, arcuate groove is formed in the bearing plate, its arc length limiting the swivelling range of the driver's seat.

8. (Original) The industrial truck according to claim 1, wherein the industrial truck is a forward control fork-lift truck.

9. (Original) The industrial truck according to claim 1, wherein the driver's seat is capable of swivelling in the range of at most 15 to 20 degrees from the normal forward travel position.

10. (Currently Amended) The industrial truck according to claim 2, wherein the axis of rotation of the driver's seat is defined in ~~the~~ a region of the seat front edge, within ~~the~~ a seat contour.

11. (Original) The industrial truck according to claim 2, wherein arranged between the driver's seat and a mounting surface provided for vertical support of the driver's seat is an adapter unit, the adapter unit comprising:

a bearing plate connected to the driver's seat; and

a supporting plate connected to the mounting surface,

wherein the bearing plate includes at least two curved ball channels, the center of whose curvature coincides with the axis of rotation of the driver's seat and in which in the channels a row of balls is retained on the underside of the bearing plate and bears against the supporting plate.

12. (Original) The industrial truck according to claim 3, wherein arranged between the driver's seat and a mounting surface provided for vertical support of the driver's seat is an adapter unit, the adapter unit comprising:

a bearing plate connected to the driver's seat; and

a supporting plate connected to the mounting surface,

wherein the bearing plate includes at least two curved ball channels, the center of whose curvature coincides with the axis of rotation of the driver's seat and in which in the channels a row of balls is retained on the underside of the bearing plate and bears against the supporting plate.

13. (Original) The industrial truck according to claim 4, wherein arranged between the driver's seat and a mounting surface provided for vertical support of the driver's seat is an adapter unit, the adapter unit comprising:

a bearing plate connected to the driver's seat; and

a supporting plate connected to the mounting surface,

wherein the bearing plate includes at least two curved ball channels, the center of whose curvature coincides with the axis of rotation of the driver's seat and in which in the

channels a row of balls is retained on the underside of the bearing plate and bears against the supporting plate.

14. (Original) The industrial truck according to claim 5, wherein arranged between the driver's seat and a mounting surface provided for vertical support of the driver's seat is an adapter unit, the adapter unit comprising:

a bearing plate connected to the driver's seat; and
a supporting plate connected to the mounting surface,

wherein the bearing plate includes at least two curved ball channels, the center of whose curvature coincides with the axis of rotation of the driver's seat and in which in the channels a row of balls is retained on the underside of the bearing plate and bears against the supporting plate.

15. (Original) The industrial truck according to claim 11, wherein at least one closed, arcuate groove is formed in the bearing plate, its arc length limiting the swivelling range of the driver's seat.

16. (Original) The industrial truck according to claim 12, wherein at least one closed, arcuate groove is formed in the bearing plate, its arc length limiting the swivelling range of the driver's seat.

17. (Original) The industrial truck according to claim 13, wherein at least one closed, arcuate groove is formed in the bearing plate, its arc length limiting the swivelling range of the driver's seat.

18. (Original) The industrial truck according to claim 14, wherein at least one closed, arcuate groove is formed in the bearing plate, its arc length limiting the swivelling range of the driver's seat.

19. (New) The industrial truck according to claim 6, wherein a maximum angle of swivel of the driver's seat is approximately 17 degrees.

20. (New) The industrial truck according to claim 6, wherein the axis of rotation of the driver's seat is defined in a region of the seat front edge, within a seat contour.

21. (New) The industrial truck according to claim 6, wherein the driver's seat has an armrest to which an unlocking element is fixed, wherein the unlocking element is operatively connected to a locking device which secures the driver's seat against rotation at least in the normal position and in the oblique position.

22. (New) The industrial truck according to claim 21, wherein the unlocking element is operatively connected to the locking device by a cable.